as are now being considered for a great race next fall for American stock tourits to be run on two or three days, and practical certainty that such a contest on soon after the 1907 race for the it cup has been decided. Announcethe proposed contest was made yesby Frederick H. Elliott, secretary of merican Automobile Association, as atter had been considered at the meetthe A. A. A. board of directors at the ourse of the Automobile Club of America. an was first suggested to Mr. Elliott napolis during his recent trip through when Edgar Apperson of the Apperthers' Automobile Company and H O. of the Premier Motor Manufacturing outlined their ideas regarding

plan as developed to date is to limit touring machines to be used except racing bodies be mounted on the chasses of the various types of touring or bodies as sold to the public. Inhaving the competing cars classihorse-power ratings it is planned to classification based upon the cyclinplacemet, c. the total cubic inches ore multiplied by the length of the keep out machines of abnormal horsewer and to confine the contest to machines designed primarily as regular touring cars not too great power.

Mr. Elliott said that there is to be a meeting

eleven of the most famous American omobile engineers and designers, Henry ord and A. I. Riker among them, held at adjanapolis on April 13, when the matter of es and regulations for such a contest will fully threshed out. He said that it was ble that the number of engineers might increased, but that when he was in Indianthat eleven had signified their intention being present. These men will go over subject thoroughly with the idea of sugresting regulations for such a contest to bairman Thompson of the A. A. A. racing board. Mr. Elliott presented the matter to the A. A. A. directors, who referred it to the

racing board for action.

President Hotchkiss of the A. A. A., said that if the race were to be run, and he seemed to think it would be, that the American Auto-Association would offer a valuable roomy for the winner, to be won finally in e contest, and that if the race became an annual fixture that similar trophies would e offered for it every year. The plan would provide for an elimination race of 150 or 200 miles on the first day, with races of the me distance on one or two days following. has been some talk of holding the final ontest ten days after the elimination race; but this idea did not seem to be favored by but this idea did not seem to be favored by the A. A. A. officers. John Wilkinson of the H. H. Franklin Manufacturing Company has expressed himself to Mr. Elliott as heartily in favor of the plan, and says he is willing to out in ten days if necessary in helping to draft suitable regulations for such a race. He and Mr. Apperson and Mr. Smith have said that if entries are limited to two cars for each American manufacturer and the entry fee be placed at \$1,000 for each car, that each of their three firms will enter two cars for, the contest as soon as entry blanks have been issued and rules formulated.

A national orphans' day was decided upon vesterday at the meeting of the board of directors of the American Automobile Association, held at the clubhouse of the Automobile Club of America. Wednesday, June 12, being the date selected. All of the clubs affiliated with the A. A. A. are to be asked to set that day aside to promote celebrations in which the orphaus of the various cities are to have automobile rides, and when possible be entertained at some such place as Coney Island, on the same plan as that so successfully carried out for the past two years in Clis city by the New York Motor Club.

Two new State associations were elected to tics city by the New York Motor Club.
Two new State associations were elected to
membership at the meeting—the Minnesota
State Automobile Association, consisting of
the St. Paul, Minneapolis, Dultuth and Mankato clubs, with a total membership of about
1,000, and the Connecticut Automobile Association, consisting of the Hartford, New Britand Reiderport clubs with a total mem-

ain and Bridgeport clubs, with a total mem-bership of between 400 and 500. Sixteen in-dividualm embers were elected, among then being Mrs. L. Z. Leiter of Washington and peing Mrs. L. Z. Leiter of Washington and thicago.

President Hotchkiss recommended the formation of two new boards to be known as the technical board and the publication board the technical board to be made up of automobile experts not connected with the trade, whose duties would be to conduct such tests as might be suggested to determine the worth of the different parts or appliances for an automobile, suitable certificates to be ssued to the owners when their devices were proved worthy.

issued to the owners when their devices were proved worthy. This board would be like similar committees of the Automobile Club of Freat Britain and Ireland and the Automobile Club of France. The duties of the publication board would be to issue a year book of the association annually and such maps and route cards, digests of State laws, &c. as night be deemed necessary, and possibly a monthly magazine. Both these recommendations were referred to the executive committee for action.

a monthly magazine. Both these recommendations were referred to the executive committee for action.

Reports were received from Chairman Hower of the touring board regarding the route and rules for the 1907 tour of the A. A. A. and announcement made that Mr. Hower would make these public in a few days. Chairman Robert P. Hooper of the good roads board, recommended that State committees of his board be formed in States where there were no State associations of clubs, and Chairman Terry of the legislative board reported that his uniform State automobile law would be ready for publication in the near future. William H. Hotchkiss of Buffalo, president of the organization, presided at the meeting, which was attended by the board chairmen named and A. R. Pardington, Brooklyn; Sidney S. Gorham, Chicago; A. G. Batchelder, New York; Walter C. White, Cleveland; W. H. Chase, Wachusetts Automobile Club; J. H. Edwards, Jersey City; Osborne I. Yellott, Baltimore; J. H. Morse, Hartford: George A. Post, North Jersey Automobile Club; John P. Coghlin, Worcester; Walter E. Edge, Atlantic City; George H. Smith, Philadelphia, and Lewis R. Speare, Boston.

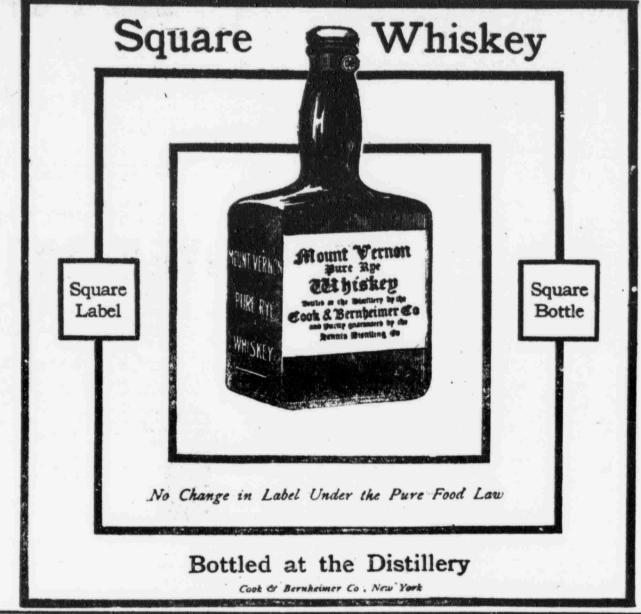
The legislative board of the American Automobile Association held its first meeting resterday at the Hotel Manhattan, Chairman Charles Thaddeus Terry presiding. The other members present were Sidney S. Gorban of Chicago, W. W. Niles of New York Let Schwalbach of Brooklyn, Francis Hurubis, Jr. of Boston, Carleton B. Godfrey of Atlantic City, G. D. Bartlett of Philadelphia, Osborne I. Yellott of Baltimore and Secretary Elliott of the A. A. There was a general discussion regerding the status of automobile legislation in the States represented by those present and it was said that State Legislatures are evincing a disposition to stand pat, expresented by those presented by those present and it was said that State Legislatures are evincing a disposition to stand pat, except in the case of Illinois, where a new and better law is hoped for, and in New Jersey, where some favorable amendments are expected. In this State sixteen bills have been introduced at Albany and there have been introduced at Albany and there have been introduced in Pennsylvania. The recent outbreak of the city to city record breaking fever was censured as having a lendency to further the cause of unfavorable legislation. Chairman Terry presented his draft of a uniform State motor vehicle law for discussion and some changes were decided on before the bill is made public. It is hoped to introduce this measure in several State expelsatures now in session and to have it introduced very generally all over the country next winter.

Jefferson De Mont Thompson, chairman

pril 15.

During this trip they will also be present to a meeting of a number of the best known atomobile engineers of this country to be ans. rules and regulations for the proposed feat touring our race will be considered. Filliott said yesterday that after they had turned to this city he expected that they had turned to this city he expected that Maryland, Kentucky, Indians and Missouri, amiliated with the national governing ody in motoring affairs.

E. H. Cutler, who as chairman of the executive committee has assumed charge of the
active management of the Association of
Licensed Automobile Manufacturers, gave,
out a statement yesterday regarding the policy
of the association. He said in part: There
will be no radical changes made under the new
regime. The same general policy carried out so



ably by Mr. Day will be followed. The purpose of the association to cooperate in every way for the mutual advantage of its members and users of automobiles will be adhered to. To promote confidence in the industry and conserve the interests of those connected with it through the efforts of its various departments will be an objective point. The mechanical branch, which has done so much for the welfare of the industry, as the cars produced under its standards and specifications attest, will be given every possible assistance by the management of the association; so will the other departments, the traffic, agency and advertising."

Mr. Cutler was very enthusiastic over the early show situation, remarking in this connection: "From every indication forthcoming shows will prove very interesting. The time seems opportune for the manufacturers to exhibit their products early enough to guarantee early spring deliveries. The licensed dealers have confidence in their factory's output and can get their orders in early for special specifications, thus affording the manufacturers an opportunity to produce without working their factories to the limit of their capacity.

John Kane Mills of the New York Motor

John Kane Mills of the New York Motor Club, who recently wrote to F. B. Hower, chairman of the touring board of the American Automobile Association, reserving the 1907 tour of the A. A. A., has received a r ply from Mr. Hower accepting the entries of four Dragon cars for the tour, subject to rules to be formulated later. Mr. Hower appreciated and thanked Mr. Mills for the valuable suggestions he offered for the coming tour and stated that all the points made by Mr. Mills will receive careful consideration.

A patent has recently been granted in England for a non-puncturing device for tires that is said to be very effective. It consists of cotton wool from which sufficient oil has been extracted to render it absorbent. This cotton is then treated with a solution consisting of shellac, gum mastic, and a rubber compound dissolved in benzine. It is then compressed into a crescent shaped piece and vulcanized in the outer case during the process of manufacture. The compound presents a very tough, compact appearance, with a surprising resistance to penetration and puncture, yet is sufficiently flexible to yield without strain to the inequalities of the road. It binds securely to the rubber of the tire.

HORSES IN THE PHILIPPINES. Opening There for Breeding Experiments by the Government Bureau.

Horses cost so much landed in the Philippines that there should be an opening in our Pacific possessions for stock farms, according to a correspondent of the American Horse Breeder. He also suggests that the Government might establish an experimental breeding station in the Philippines, as the necessity seems greater than to breed the Morgan horse in Vermont or high-steppers in Colorado. The writer, who has been in the army service, states in part:

"Transporting animals across the Pacific is something of a lottery. We reached the Philippines with all but two of ours. A ship following ours landed, as I remember it, but six alive out of the whole cargo, of which but one was in serviceable condition. All of ours were in serviceable condition when landed. The only one lost in landing was one mule drowned at a place in south Luzon where we had to swim the animals ashore a distance of over one mile. Five boats were in use, each leading two animals. While I was at breakfast the one man that it had been necessary for me to place in irons chanced to be left in charge of a boat and one mule was drowned. This was not necessary. It frequently happens; but the men on this ship were then engaged in swimming animals ashore at their third landing place, and men with that much experience should be able to swim animals ashore for only a mile with no loss, there

being no unusual surf.
"At each place of unloading I used to take the first boat ashore and lead one animal myself and locate the best landing place. That horse sometimes had to swim quite a

That horse sometimes had to swim quite a bit more than a mile.

"In handling a horse at the end of twenty or thirty feet of rope in the water one finds a long experience at halter breaking colts of value. Some fair horsemen, teamsters, packers and cavalrymen of the army would be apt to go a long way toward drowning a horse until instructed. The last resort is to haul the horse close to the boat, south is to haul the horse close to the boat, snub up his halter stale so that his nose is out of water and tow him in; but this is neces-

sary very seldom.
"Later, on another ship, I took animals to a port in north Luzon where the natives were employed to get the horses ashore, and there they used this last method, which is very clumsy. I presume they used this method because they had been accustomed to tow cattle ashore in that manner by their horns. I do not know this, for I have never seen cattle taken ashore in the Philip-pines, but that is the manner in which cattle are taken from ship to shore in castern

Cuba, though some swim.

"Horses cost quite a bit delivered in our far Pacific possessions. It is a cause for conjecture why the Government does not make an experiment in breeding over there as well as in Vermont and Colorado. Horses over there, while seldom over thirteen hands in height, are not "pony built." but rather look like miniature horses, at least so long as fed by natives. An American owner soon as fed by natives. An American owner soon feeds him into a somewhat more relypoly condition. While I do not know, one would imagine that mares could be cheaply purchased by reason of the fact that only stallions are used in harness on the streets. Thoroughbred stallions not over fifteen hands high and which are 'all horse' and of good weight for their inches might be of value. This sort of thing would seem to be worth while, remembering that it costs more to transport a horse across the Pacific than the average amount paid at the last big sale in New York for the well bred trotters. Also, it would be natural for a native big sale in New York for the well bred trot-ters. Also, it would be natural for a native bred horse to stand conditions in our islands better than those shipped from the United States, and from what little I have observed, a good half bred horse fourteen hands high should well answer requirements."

AUTOMOBILES



A prospective purchaser of a LOZIER MOTOR CAR asked us for names of LOZIER owners to whom he purposed writing for their opinion. The following is one of the replies he received: New York City, Feb. 8, 1907.

"Mr.
"I am in receipt of your letter regarding THE LOZIER MOTOR CAR. I have been running my LOZIER since August, 1905, and up to last September I covered 11,000 miles, during which time the car was in the repair shop but once, and that was because of a mix-up with a trolley car. As for expense for repairs, the car did not cost 30 cents during the time I had it. This car I traded in for one of the 1906 cars late last Summer, in which I drove 4,000 miles last Fall in one tour through the mountains and in Canada, with the same results as with the old one. I would not have any other car, either American or foreign make. I have never found it necessary to stop on the road, except for punctures, since I have had the LOZIER.
"I have found the company to be very generous and anxious to have their car give satisfaction." Yours truly.

¶ We will be pleased to furnish this gentleman's name to any one who is sufficiently interested. He is an automobilist of experience, and has owned other high-priced cars. We have more letters of this kind, which we are going

40 H. P. TOURING CARS \$5,000 ARRANGE FOR A DEMONSTRATION

MARINE MOTORS From 3 to 55 H. P. MOTOR BOATS 20, 21 and 26 Feet. THE LOZIER MOTOR COMPANY 55th St. and Broadway. (Member A. L. A. M.)

"The car without a fault"

The MART

This car embodies probably more original, valuable features than any car in the world for instance, The "Martini Carburetter" Solves Multiple Jet. This wonderful motor can throttle down to 60 r. p. m. and speed up to 1,200. The one jet having holes of various heights in the jet with a hollow piston working over it. The hollow piston raises by the automatic air inlet and allows more gasoline to flow into the Carburetter.

Immediate Delivery { 50 H. P.

Demonstration any time. MARTINI IMPORT CO. 239 WEST 50th ST. (near E'way). 'Phone 1953 Col. We operate a fully equipped machine shop.

AUTOMOBILE BARGAINS AUTOS: 15 Carloads Just In. All makes first class condition; demonstrations; call and see our stock; square deal to all. Tel. International Automobile Exchange

Automobile Owners' Supply Depot Where supplies are retailed at wholesale prices. A visit will convince all and save you HUNDREDS of DOLLARS on your purchases.

1655 Broadway, between 51st and 52d Sts.

Times Square Automobile Co. Largest Automobile Dealers in the World, Automobiles Bought, Sold and Exchanged, New Main Entrance, 1590-1601 Broadway; and at 215 W. 48th St. 'Phone 3423—Bryant.

Our four buyers have just sent us carloads from Pitisburgh, Springfield, Boston, and six other cities. LARGEST STOCK IN THIS CITY.

Four Buildings; Finest Factory; Demonstrations.

1906 Pierce. Arrows, Oldsmobiles, Nationals, Royal Tourists, Thomas Flyers, Pope-Toledos, Clevelands, Hartfords, Rainiers, Highest Class Panhards, Renaults, Darracas, Franklins, Northerns, Stoddard Dayton, Stevens-Duryea; other unusual opportunities in Limousines. Landaulettes, Runabouts. abouts.

Broadway Mammoth Exchange Baildings.
247, 249 West 47th St. and 1780, 1782 Broadway.

WANTED—Second-hand, high grade, touring automobile, not less than thirty horse power, of this or last year's model; must be in first class condition. Address, giving lowest price, stating name of machine and where it can be seen, P. O. box 1571 Central, Fhiladelphia, Pa.

CORNELL TRACK TEAM WORK. Athletes Register for Spring Practice

-Many Distance Runners. Track team work at Cornell will begin after the Easter recess on Percy Field with a large squad of men. especially in the middle and long distance races. The Ithacans have some cause for worry this year owing to the greater strength of the Pennsylvania team and the entry of Michigan into the cham-pionships. Cornell is expected to be hard

when Cook, the Ohio schoolboy, is eligible he will supply that need. This year, however, the best man apparently is R. W. Keeler, the former University of Michigan sprinter, who, with Annis, did all the sprinting work for the Wolverines a few season back. Besides Keeler are R. Tindell, '09: D. Kelsey, '08: H. M. Rogers, '07: C. M. French, '09, and G. W. Chandlet, '09.

The registration in the other competitions The registration in the other competitions includes the following:

Quarter Mile Run-H. M. Rogers, '07; F. J. Herr, '07; C. M. French, '09; G. W. Chandler, '09; F. B. Townsend, '08, and A. V. S. Lindsley, '09. and the entry of Michigan into the championships. Cornell is expected to be hard put to it to retain the twice won championship at the track and field meeting in Cambridge.

For the half mile, one mile and two mile runs Cornell certainly has a great aggregation of talent. Their cross-country team has developed some very high class distance runners, chief among whom are C. F. Magoffin, the winner of the twelve mile road race; J. V. Colpitts, second in the intercollegiate cross-country race and winner of the Cornell interclass; G. F. Lewis, second in the intercollegiate cross-country race and winner of the Cornell interclass; G. F. Lewis, second in the intercollegiate and run last year; F. B. Townsend, 199; G. A. Jahn, 199; G. W. Chandler, 199; G. A. Lynch, 198; W. B. Stirgls, 198; T. F. Boyle, 198; J. A. Lynch, 198; E. L. Rossman, 199; G. A. Jahn, 199; G. W. Chandler, 199; G. A. Jahn, 199; G. W. Chandler, 199; G. A. Jahn, 199; G. W. Mosher, 199; G. A. H. Hutchinson, 199; W. S. Holder, 199; C. A. Gould, 197; J. P. Hooker, 199; C. A. Gould, 197; J. P. Hooker, 199; A. E. Frosch, 199; W. S. Stirgls, 198; T. F. Boyle, 198; J. A. Lynch, 198; W. E. Lindber, 199; G. A. Lynch, 199; W. S. Stirgls, 198; T. F. Boyle, 199; G. A. Lynch, 199; W. S. Linds-199; C. A. Gould, 197; H. M. Bousefield, 199; C. A. Gould, 197; H. M. Rogers, 199; W. S. Stirgls, 199; G. W. Chandler, 199; G. W. E. Foster, 199; G. W. E. Treman, 199; G. W. E. Foster, 199; J. A. Mills, 199; and D. A. Campbell, 197; G. W. S. Linds-199; G. W. E. Townsend, 199; C. A. Gould, 197; H. M. Rogers, 199; W. S. Stirgls, 199; G. W. E. Stirgls, 199; G. W. E. Stirgls, 199; G. W. E. Foster, 199; J. A. Mills, 199; G. W. E. Foster, 199; J. A. Mills, 199; A. Cornell has a better high jumper than usual in Rossman, 199; L. H. Evans, 199; G. W. E. Stirgle, 199; NEW JERSET. Atlantic City.

HOTEL

Will Remain Open Throughout the Entire Year

Atlantic City, N. J.

300 rooms with private baths. Whole block on the ocean front. In the exclusive residential section. The one hotel for luxurious comfort with quiet surroundings. Automobile at trains. Booklet. Gold privileges.

J. B. THOMPSON & CO.

Marlborough = Blenbeim ATLANTIC, CITY, N. J.

The ending of Lent this year coincides with the beginning of April, the gayest and most distinguished month in Atlantic City's famous spring season. During this month more eminent visitors and "nice people" are to be found in the great hotels than in any other month of the year, and the absence of the Easter Sunday "interruption" enables guests to completely enjoy all the attractions of climate and artificial entertainment of this festive season with entire satisfaction.

The hotel claims distinction for its location, its ample public space devoted to its guests, its high-class music every night throughout the year, but particularly attractive with sole singers at the week ends during the spring season, and its ownership management.

All the four dining rooms (two American planticular)

ship management.

All the four dining rooms (two American plan with the excellent cooking heretofore so popular, and two A la Carte, with separate kitchens and French cooks) have white service throughout and in one of the American rooms called the "American Palm Room" and in the A la Carte rooms smoking is permitted. They are particularly attractive ocean end suites with large prooms 24 by 20 feet, and a private bath (supplied with both sea water and fresh water and with running ice water) is with every alternate room in the Mariborough and with every room in the Blenheim, which in construction is reputed to be the most completely fireproof hotel in the world. Golf privileges.

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GRAND ATLANTIC HOTEL

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Most central location. Under entire new mannished and is the peer of cleanliness, luxury and
comfost, conducted upon the highest standard of
excellence; the cuisine is managed by the most competent of chefs. The terms range from \$12.50 upby week; \$2.50 up by the day; American Plan; \$1.50
per day European Plan.

The Hotel contains \$50 heautiful rooms, steam
heated; many en suite with fresh end sea water
baths, also public hot sea water baths.

Orchestral concerts daily. Garage attached.
Automobiles meet all trains. Booklet.

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On the Beach front at Virginia Av.
Renovated and refurnished. Rooms can now
e engaged for Easter. \$3.00 per day and up. W. F. GREEN, Manager. WM, HYMAN.

HOTEL PONCE DE LEON Beach. Cap. 350; spring rates; excellent cruising 2d house from Steel Pier. A. B. GRINDROD.

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PHILADELPHIA TWO-HOUR TRAIN EVERY HOUR ON THE HOUR j*12.15, 6.50, m7.00, m*8.00, 8.30, *9.00, §*10.00, *11.00, 11.30, m*12.00, §*1.00, 1.30, *2.00, *3.00, *4.00, §*5.00, 5.30, m*6.00, *7.00, *8.00, *9.00, p10.30 *4.00, \$*5.00, 5.30, M*6.00, *7.00, *8.00, *9.00, p10.30
P. M. ; **12.15 mdt,
BALTIMORE AND WASHINGTON. --z*1.30, *8.00,
**10.00, **12.00, *2.00, *1*4.00, *76.00, *7.00,
LAKEWOOD AND LAKEHURST. --24.00, 9.40 A. M.;
x1.00, 1.30, k3.40, d4.15, 5.00, x6.15 P. M. Sundays
8.30, 9.40 A. M.
ATLANTIC CITY. --9.40 A. M. x1.00, k3.40 P. M.
LONG BRANCH, ASBURY PARK, OCEAN GROVE
(Sundays, No Asbury Park, -24.00, 8.30, 11.30 A.
M. ex12.40, 1.20, g4.45, 5.30, 6.30, 112.01; Sundays,
except Ocean Grove, z1.00, 9.00 A. M., 4.00, 8.50
P. M.

except Ocean Grove, 24.00, 9.00 Å, M., 4.00, 8.50 P. M.

Time tables giving trains to EASTON, BETHLE, HEM, ALLENTOWN, MAICH CHUNK, WILKES-BARRE, SCRANTON, READING, HARRISBURG, POTTSVILLE, WILLIAMSPORT and all other points can be obtained at following offices: Liberty St. (West 23d St. Tel. 8144 Chelsea; 6 Astor House, 245, 344, 1300, 1354 Broadway, 162 5th Av., 281 5th Av., 25 Union Square West, 2798 8d Av., 105 W. 125th St., 245 Columbus Av., New York; 4 Court St., 843, 344 Pulton St., 479 Nostrand Av., Brooklyn; 290 Broadway, Williamsburg. New York Transfer Co, calls for and checks baggage to destination.

*Daily, fDaily, except Sunday, pSundays, 1Parlor cars only, mDining car, except Sundays, xSaturdays only, zLiberty St., only, †Dining car Sundays, Chiling car daily, From West 23d Street—e12.20 P. M., g4.30 P. M., j11.50 P. M., k3.20 P. M., d3.00 P. M., G. BESLER. W. C. HOPE, W. G. BESLER. Vice-Pres. & Geo. Mgr. W. C. HOPE.

Baltimore & Ohio Railroad ROYAL BLUE LINE TRAINS TO BALTIMORE & WASHINGTON

Leave New York City. 23t St. Lib y Mark Mindron, Sieepers, Dally 11.50 pm 1.30 ASHINGTON, Sieepers, Dally 11.50 pm 1.30 ASHINGTON, Diner, Daily 9.50 am 10.00 MASHINGTON, Diner, Daily 9.50 am 10.00 MASHINGTON, Diner, Daily 11.50 pm 2.90 MASHINGTON, Buffet, Daily 1.50 pm 2.90 MASHINGTON, Diner, Daily 3.50 pm 4.00 MASHINGTON, Diner, Daily 3.50 pm 6.00 MASHINGTON, Diner, Daily 6.50 pm 6.00 MASHINGTON, Buffet, Daily 6.50 pm 7.00 MASHINGTON, Buffet, Daily 6.50 pm 7.00 pm 7.00 MASHINGTON, Buffet, Daily 6.50 pm 7.00 pm 7.00 MASHINGTON, Buffet, Daily 6.50 pm 7.00 pm 7.00 m 7.00 WASHINGTON, Diner, Dally... 5.50 pm. 6.00 pm.
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Trains depart from Grand Central Station, 42d St. and 4th Av., as follows for: BOSTON, via New London and Prov. -1;8.00, 12iiii.000, *xiii.002 A. M., 12iii.00, *xiii.01, *ii.xi.00, 12iii.000, *xiii.02 A. M., 12iii.00, *xiii.01, *ii.xi.00, 12iii.000, *xiii.02 A. M., 12iii.00, *xiii.01, B'way.

*Dally. †Except Sundays. †Stops at 125th St. xStops at 125th St. Sundays only. †Parlor car limited. [Has dining car. cParlor and sleeping car tickets also.

Lackawanna Railroad. New York, foot Barclay, Christopher, West 23d Sts. 78:00 A. M.—For Binghainton and Elmira.

*10:00 A. M.—For Buffalo, Chicago and St. Louis.

*1:40 P. M.—For Buffalo and Chicago.

*4:90 P. M.—For Buffalo and Chicago.

*2:615 P. M.—For Buffalo and Chicago.

*2:615 P. M.—For Buffalo and Chicago.

*2:00 A. M.—For Chicago—Sleepers open 9:30 P. M.

*Tickets at 149, 429, 1183, 1434 Broadway, N. Y.;

*3:9 Fulton St. Brooklyn. *Daily, tExcept Sunday, xFridays and Saturdays, Leave 23d St., 12:30 P. M. zLeaves Christopher St. 6:16 P. M., week days.

LEHICH VALLEY. Foot of West 28d A. Cortlandt and Deshrosses Sta. B., Daily. Sunday: a7.35, b9 35, e7.45, d9.45, n5.25, x5.46, Buffalo Express "a.7.40 AM "e7.50 AM Buffalo Express "b.40 AM "e7.50 AM BLACK SIABODE EXPRESS "11.56 AM "13.00 XM Chicago & Toronto-Vestibule Exp. "15.66 AM "13.00 XM THE SUPVALO TRAIN." "5.67 PM "7.55 PM "3.00 PM Ticket Offices: \$55 and 1460 Broadway.

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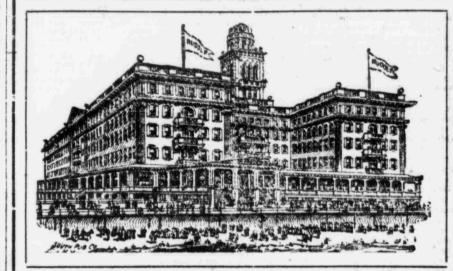
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